

Chapter 3.0

Georgetown Neighborhood Plan Elements

Introduction and Background

Originally, the Georgetown Neighborhood Plan was structured around five subcommittees working on specific topics. These five were:

- Economic Development
- Land Use and Zoning
- Public Safety
- Transportation
- Community Amenities & The Environment

To more clearly structure plan priorities and geographically group goals and recommendations, the Plan Cornerstones (detailed in Chapter 2.0) were developed. To deal with the remaining plan recommendations, this chapter presents those components which can best be represented to and commented upon by City officials as a topical plan element. These are:

- Economic Development
- Transportation Facilities
- The Environment

ECONOMIC DEVELOPMENT

Community validation event discussion and ballot returns indicate this section does not have broad community support. Many respondents do not support recommendations allowing increased King County International Airport activity. This is also apparent in questionnaire results favoring reduction of freight dependence on Airport Way S, and

opposition for the 800-foot extension to the Airport runway.

Issues/Discussion. Discovery work through Georgetown's neighborhood planning process reveals that economic growth and development are not major problem issues. However, the retention of some existing businesses may be difficult due to the changing face of commerce and industry in Georgetown. In general, the community appears to be experiencing a shift from its historical industrial and heavy manufacturing base to a stronger emphasis on wholesale and distribution trades. Anecdotal interviews and empirical economic data for Georgetown also suggests that local business health will generally be good and can be expected to remain so over the next decade. Local employers anticipate the need for additional employees to meet business growth. As such, the goal in Georgetown for future economic development will be to help existing business thrive in the area, promote "growing" and "niche" markets, and develop a structure for marketing Georgetown as a strong economic center.

Overriding Goal. A community that continues to support its businesses, promotes job growth, and receives the necessary public investment in infrastructure to continue economic vibrancy.

Recommendations

- ED-1 City Future-Thinking investments. The City of Seattle should encourage its licensed telecommunications vendors to invest in high-technology infrastructure. This would seem especially worthwhile as on-

line communications become more common among the business community. This cost could pay for itself through business growth resulting from the advanced capacity, plus the potential to pay for the service through a utility-style fee similar to water and wastewater systems.

- ED-2 **City Jobs Initiative.** The City of Seattle should invest in a partnership with local employers for listing family-wage jobs available in Georgetown, while also developing a roster of skilled potential applicants through direct advertising and coordination with local labor groups. In addition, some linkage should be created between the new local business council and City representatives regarding the City's jobs initiative program. Also refer to the discussion in Cornerstone GC4, recommendations GC4B.5 and -4B.6

- ED-3 **Marketing Commercial Uses.** As part of preparing an overall economic marketing plan for Georgetown, there should be an element for marketing Georgetown's commercial zones with commercial uses. We suggest that the City join in partnership with the Georgetown Business Association and interested property owners by finding ways to encourage siting new or existing commercial retail services in the old downtown core.

- ED-4 **Education and Information for Property Owners and Real Estate Managers.** The City, in concert with the Neighborhood Business Council, should consider sponsoring a local "Georgetown Commercial Development Summit" to provide background data, empirical figures, and presentations from residential and business community members about the potential for commercial development.

At the same time, the program should give participants concrete information about anticipated benefits, community support, and viability of the investment.

- ED-5 **Working with King County International Airport.** As the gateway to the Pacific and a significant resource to the economic welfare of Georgetown business and industry, City investment in improving freight mobility in and around the Airport is essential. Coordinate with the County and the State Department of Transportation to assign reasonable priorities to maintain and reconstruct freight routes serving the airport facility.

Please also refer to the Environment section, in Chapter 3.0, for other recommendations for working with King County International Airport.

TRANSPORTATION FACILITIES

Community validation event discussion and ballot returns indicate this section does not have broad community support. Many respondents did not support recommendations emphasizing freight mobility because of concern for quality of life issues, and specifically opposed improvements to non-arterial streets to accommodate truck traffic. Some business owners believe east-west freight mobility is inadequately addressed. Many respondents support siting a commuter rail station on Airport Way S, and adding pedestrian improvements to the right-of-way. Most residents support completing the Corgiat Mitigation Project on Corson Avenue S, to restrict its use as a freight mobility route.

Issue/Discussion Originally, the Georgetown Neighborhood Plan Transportation Element had several recommendations to address industrial/

manufacturing and residential interests. Since that original work, the Greater Duwamish Planning Committee, charged with developing the Duwamish Manufacturing & Industrial Center Plan, has carried forward some of the transportation components of the Georgetown Plan. The following transportation recommendations are those from the original element that were specific to Georgetown's residential neighborhood anchor and parts of its industrial area, as well as those that were omitted by the broader M&I Center Plan.

The core categories and priority issues of the Georgetown transportation element remain the same, and efforts to develop each one should be undertaken as funding becomes available. The key transportation categories are:

- Regional Circulation Improvements
- Improving Freight & Goods Mobility
- Road Operations & Maintenance
- Safety
- Non-Motorized Improvements
- Transit Service
- Pedestrian Street Improvements
- Advanced Technologies

Overriding Goal. An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of manufacturing/industrial constituents; the non-motorized and pedestrian improvements sought by area residents; and the basic services of good roads, transit service, and overall circulation desired by all Georgetown interests.

Recommendations

Regional Circulation improvements

T-1 Michigan Street/Bailey Street Traffic Flow Enhancement. Re-channelize S. Bailey Street east of Corson to provide adequate turning radii onto the freeway ramp. Interconnect

signals to the east with progression in the vicinity of the 1st Avenue S Bridge. Improve signage and lane assignments approaching the I-5 on-ramp.

T-2 S. Lucile Street Traffic Flow Enhancement.

Reorganize parking, improve traffic control, signage and lane assignments to improve circulation between 4th Avenue S and Airport Way S.

T-3 Airport Way S Proposals

Alternative A: Enhance arterial capacity of Airport Way through elimination of on-street parking and reconfiguration of the 'bottleneck' in the vicinity of the neighborhood commercial district. Interconnect signals at Lucile/Corson along Airport Way.

Alternative B: Improve customer access with parking along Airport Way S. Install crosswalks on Airport Way S in support of integrating the Seattle Design Center and supporting businesses.

T-4 Neighborhood Truck Circulation

Alternative A: Make turning radii improvements at S Michigan/S Bailey and E Marginal Way along Corson Avenue for trucks through channelization improvements and minor ROW acquisitions.

Alternative B: Use road improvements, signage, and priority maintenance to enhance the existing designated truck route (East Marginal Way S to 4th Avenue S to So. Michigan Street) to be efficient for truck use. Route truck traffic around the residential core according to the Corgiat Mitigation Agreement between the City of Seattle and Georgetown Community. Complete the remaining work to be done

according to the agreement, installing traffic calming improvements and landscaping along the residential side of Corson Avenue S.

Improve Freight and Goods Mobility

T-5 Small User Rail and Duwamish Waterway local Spurs Preservation. Support the Duwamish Coalition findings and the need to maintain adequate local rail access to industrial land in Georgetown and along the Duwamish waterway.

T-6 Airport Way Truck Movement Improvements. Rebuild pavement structure and drainage to accommodate heavy vehicles and general-purpose traffic for 2.5 miles.

Transportation Access. Because of inadequate road conditions and impacts associated with heavy freight traffic, the City of Seattle should coordinate with King County and the State of Washington to improve the load carry capacity, drainage, and right-of-way width of Airport Way S along the perimeter of the Airport. This would promote improved access for freight mobility in and out of the facility.

In addition, the City should coordinate with King County to widen and improve several access points to Perimeter Road S, particularly at the entry to the Terminal building to allow for more efficient truck and other vehicular entry and egress.

Safety

T-7 4th Avenue S/S Orcas Street Improvements. Review illegal parking, speeding and signage issues in the immediate vicinity of this intersection. Work with the Seattle Police and Parking Enforcement Division to monitor and control parking and traffic

speeds in the vicinity. Review the proposed signalization of the 4th Avenue S/S. Fidalgo Street intersection as an option to improve safety in the vicinity.

T-8 4th Avenue S, S. Fidalgo Street/S Lucile Street Parking and Safety Study. Conduct a detailed review along 4th Avenue S and evaluate access management, parking management and organization, channelization and other safety issues to address safety, access to/from 4th Avenue S and parking.

T-9 S. Orcas between 1st Avenue S and 4th Avenue S Safety Issue Review. Review collision history, existing geometric configuration, and traffic control. Recommend traffic control improvements to improve safety concerns at uncontrolled intersections, traffic diversion, and speeds along S Orcas Street and other east-west roadways in the vicinity.

T-10 Parking and Pedestrian Safety along 6th Avenue S. Narrow lanes, limited sight distance, poor shoulder conditions, on-street parking configuration, and lack of a pedestrian facility along 6th Avenue S create circulation and safety conflicts. Address the interaction between moving vehicles, parked vehicles, and pedestrian in the general vicinity.

T-11 Traffic Calming on Residential Streets. Use traffic calming methods to protect residential streets and alleys from diversion of traffic off arterials, and from excessive speeds.

Non-Motorized Improvements

T-12 Airport Way S Parallel Rail Spur Evaluation of Potential as Non-Motorized Corridor. Work with SeaTran in the non-motorized element of the Comprehensive Planning

Process to evaluate and prioritize this potential non-motorized facility. Compare with other improvement as an alternative option.

T-I 3 Evaluate Potential for S. Bailey Street Overhead Pedestrian Bridge and Corson Sidewalk Improvements. Work with SeaTran in the non-motorized element of the comprehensive planning process to evaluate and prioritize this potential non-motorized facility. Also refer to GC-2B. 1.

T-I 4 Commuter Rail, Pedestrian links and Transit Facilities Coordination. Contingent on the development of a commuter rail station in Georgetown, enhance pedestrian access and circulation in the vicinity of the station to promote use and attractiveness of the alternative mode.

T-I 5 1st Avenue S Bridge/Beacon Hill Regional Trail System Opportunities. Identify key linkages between Georgetown and other regional trail and non-motorized facilities.

Transit Service

T-16 Regional Transit Connections Improvements. King County Metro should develop policies and appoint business and community leaders from Georgetown to coordinate with Metro and the Implementation of the 6-year transit improvement program.

T-17 local Transit Circulation and Access to Future Regional Rail System Enhancements. Develop policies and appoint business and community leaders from Georgetown to coordinate with Metro and the Implementation of the 6-year transit improvement program.

T-18 Boeing Access Station/Georgetown Employment Centers/Residential Area Shuttle Feasibility. Work closely with King County-Metro and

the Sound Transit to provide local shuttle bus transfer points between Georgetown and the planned inter-modal rail-bus station in the vicinity of the Boeing Access Road, adding service as feasible to the King County International Airport Terminal area along Perimeter Road.

T-I 9 Georgetown Commuter Rail Station Support. Support and lobby the Seattle City Council, King County-Metro, and the Sound Transit to construct a commuter rail station in Georgetown to reduce employee work trips to the area and provide alternative travel modes within Georgetown.

Advanced Technologies

T-20 Provide Real-Time Traveler Information for Major Through-Corridor in Georgetown. Install and link with the WSDOT VMS current systems to provide traveler information on alternative routes and possible delays to between the Alaska Way Viaduct and I-5 alternative freeway corridors. Provide real-time traveler information.

THE ENVIRONMENT

Issue/Discussion. Public awareness of Georgetown environmental issues are not well known or publicized. The purpose of planning for the environment is intensify citizen; public agency, and elected official appreciation for the fragility and quality of the environment in Georgetown and South Seattle.

There is grave need for awareness and sensitivity of potential impacts to the natural environment, air quality, groundwater, and human life associated with growth not just locally in

Georgetown, but from the cumulative effect of the region's growth. Specific issues raised relate to land use development, groundwater issues, and preservation and promotion of the natural environment and its ecosystems.

Overriding Goal. An improved existing environment. A community aware of and sensitive to environmental quality. In the future, there will be recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry. There also will be solutions to curb environmental hazards that threaten the health, safety, and general welfare of Georgetown's residents and employees.

Recommendations

E-1 Airport Master Planning Participation. Because the operations of King County International Airport affect the quality of life of local residents, as well as the commerce of the Georgetown area, the City of Seattle should work with King County to assure community representatives are included in the future planning endeavors of the Airport. Through this process, the Airport should address the neighborhood's desire to examine future plan alternatives focusing on aviation-related, less intensive uses that channel away from Ellis Avenue S. Key considerations include:

Environmental Analysis. King County International Airport will be conducting air and noise impact analysis related to Airport operations. Because air quality and noise are of particular interest to residents and employees throughout the Greater Duwamish Valley, the City of Seattle, in partnership with other affected jurisdictions, should participate in funding

and evaluating these analyses, and assist the County in adopting appropriate mitigation measures, as necessary.

Environmental Quality. Appendix II provides detailed information on neighborhood environmental quality concerns. The presence of the Airport can result in environmental effects to residents and employees in close proximity of the facility. As the Airport proceeds with its master planning, a significant effort should be made to reduce Airport-related emissions on residential areas, enact nighttime noise restrictions, and address other broad-ranging environmental issues. It should be noted that there are specific concerns from Georgetown's residential community. Residential concerns include the following:

- work to limit noise impacts from facility operation;
- instituting restrictions as per State law on aircraft testing and maintenance;
- enactment of nighttime noise restrictions;
- reduction of air pollution; and
- provision for adequate buffering where the Airport abuts residential areas.

E-2 Duwamish Habitat Watershed Plan. Seattle Public Utilities should support and expand upon the Duwamish Habitat Watershed Plan, specifically addressing those sections of the Duwamish relevant to Georgetown and South Park. This should include issues of public access to the River and opportunities for improving shoreline street ends.

E-3 Green Georgetown. Throughout Georgetown, there should be opportunities to promote more parks, enact industrial streets landscaping plans as called for by code, and implement

recommendations for the co-existence of a natural habitat and working waterfront for the Duwamish River as per the Lower Duwamish Habitat Restoration Plan by the Duwamish Coalition (1996), Lower Duwamish Community Plan by the Green-Duwamish Watershed Alliance (1998), and the King County Water Quality Project.

Additionally, ensure that existing trees that are protected by landmark status, designated as historic landscapes, or have been inventoried and have protection through city code will be preserved. The City, particularly DCLU, Parks & Recreation, City Light, and the DON Office of Conservation, can help meet this goal by corresponding with the business and community councils when new development projects propose potential tree removals.

- E-4 Relationship to Regional Air, Soil, and Groundwater Quality. Locally, there is concern over contamination of soil, groundwater, and poor air quality. To address these issues, Seattle Public Utilities should develop a strategy for working with other jurisdictions to deal with air, soil, and groundwater pollution in the industrial corridor. Air, soil, and groundwater pollution impacts local trees and plant life. It affects the whole city and the region. Specific items which should be taken into consideration include City, State, and Federal standards for air and groundwater. The City of Seattle, in support of its core value of environmental justice, should take a regional leadership on these issues because local neighborhood planning provides too narrow a scope and too small a budget to address these regional concerns.